[illegible]

[illegible] QUOTATIONS.

[illegible] Shanghai Bank—155 per cent. premium, sellers.

[illegible] Societ[illegible] of Canton—$87½ per [illegible], sellers.

[illegible] Insurance Company—$69 per [illegible], buyers.

[illegible] Insurance—Tls. 265 per share, buyers.

[illegible] Company, Limited—$75 per [illegible]

[illegible] Association—Tls. 108 per [illegible], sellers.

[illegible] Company—$195 per share, [illegible] sellers.

[illegible] Company, Limited—Tls. 150 [illegible]

[illegible] Company—$310 per [illegible], sellers.

[illegible] Company—$72 per share, sellers.

[illegible] Dock Company, 26 [illegible], sellers.

[illegible] Macao Steamboat Co [illegible] $203 [illegible] share, sellers.

China [illegible] Steam Ship Company—60 per share, buyers.

Hongkong Gas Company—$130 per share.

Hongkong Hotel Company,—$195 per share, sellers.

Indo-China Steam Navigation Company, Limited—15 per cent. dis., buyers.

Douglas Steamship Company—$50 per share, sellers.

China Sugar Refining Company, Limited—$153 per share, sellers.

Luzon Sugar Refining Company, Limited—$60 per share, sellers.

Hongkong Ice Company—$60 per share, buyers.

Hongkong and China Bakery Company, Limited, —$90 per share.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—8 per cent. premium.

Chinese Imperial Loan of 1884 C—9 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—9½ per cent. premium.

Hongkong Rope Manufacturing Company, Limited—$51 per share.

Spark Tin-Smelting and Smelting Company—$20 per share.

Pangjora and Singapore Dua Samantan Mining Co. —$11 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—38 per cent. premium, sellers.

EXCHANGE.

On London, T. T. 3/0
Bank Bills, on demand 3/0½
Bank Bills, at 30 days' sight 3/0½
Bank Bills, at 4 months' sight 3/0½
Credits 3/0½
Documentary Bills, at 4 months' ..
Sight 3/0½

On Paris.—
Bank Bills, on demand 3.81
Credits, at 4 months' sight 3.89

On India, T. T. 220½
On Demand 220½

On Shanghai.—
Bank, T. T. 72
Private, 30 days' sight 72½

OPIUM MARKET.—THIS DAY.

NEW MALWA ..... per picul, ... $550
(Allowance, Taels 32).
OLD MALWA ..... per picul, ... $570
(Allowance, Taels 32).
NEW PATNA, (without choice) per chest $480
NEW PATNA, (first choice) per chest $482½
NEW PATNA, (bottom) per chest $492½
NEW PATNA, (second choice) per chest... $477½
NEW BENARES, (without choice) per chest $475
NEW BENARES, (bottom) per chest $482½
NEW PERSIAN (best quality) per picul $640
OLD PERSIAN (best quality) per picul $600
OLD PERSIAN (second quality) per picul. $550 to $575

Post Office.

MAILS WILL CLOSE

For Yokohama and Kobe.—Per *Zambesi*, tomorrow, the 6th instant, at 5.00 P.M.

For Straits and Bombay.—Per *Stura*, on Saturday, the 7th instant, at 9.30 A.M.

For Singapore.—Per *Celebes*, on Saturday, the 7th instant, at 11.30 A.M.

For Singapore.—Per *Electra*, on Saturday, the 7th instant, at 3.30 P.M.

For Yokohama and Kobe.—Per *Iphigenia*, on Saturday, the 7th instant, at 3.30 P.M.

For Swatow, Amoy, & Foochow.—Per *Namoa*, on Sunday, the 8th instant, at 8.30 A.M.

For Europe, &c.—Per *Deccan*, on Tuesday, the 10th instant, at 5.00 P.M.

For Europe, &c.—Per *Preussen*, on Monday, the 16th instant, at 3.00 P.M.

For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Natal*, on Wednesday, the 18th instant, at 11.00 A.M.

Shipping.

ARRIVALS.

YANGTSZE, British steamer, 814, T. W. Starling, 4th April,—Wuhu 31st March, Rice.—Siemssen & Co.

KUNGPAI, Chinese steamer, 602, Brassander, 4th April,—Newchwang 29th March, Beans. —C. M. S. N. Co.

TETARTOS, German steamer, 1,578, T. Petersen, 5th April,—Nagasaki 31st March, Coals.—Takasima Colliery.

ABYSSINIA, British steamer, 3,500, Lee, 5th April,—Vancouver, *vid* Japan, and Shanghai, 6th March, General.—Adamson, Bell & Co.

EIDSVOLD, Norwegian bark, 272, P. H. Sannoes, 5th April,—San Francisco 20th Jan., Flour. —Captain.

ANTON, German steamer, 396, Aereboe, 5th April,—Hoihow 31st March, and Pakhoi 3rd April, General.—Wieler & Co.

TRITOS, German steamer, 1,142, A. Bleicken, 5th April,—Bangkok 28th March, Rice.—Ed. Schellhass & Co.

CHINA, German steamer, 1,093, P. Haye, 5th April,—Bangkok 28th March, General.—Wieler & Co.

FUSHUN, Chinese steamer, 1,503, Croad, 5th April,—Shanghai 1st April, and Swatow 4th, General.—C. M. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Fokien, British steamer, for Swatow, &c.
Peking, British steamer, for Bangkok.
Clara, German steamer, for Haiphong.
F. P. Litchfield, American bark, for San Francisco.
Kashgar, British steamer, for Singapore, &c.

DEPARTURES.

April 5, *Danube*, British steamer, for Haiphong.
April 5, *Esmeralda*, British steamer, for Haiphong.
April 5, *Teheran*, British str., for Nagasaki, &c.
April 5, *Deucalion*, British str., for Amoy, &c.
April 5, *Peking*, British steamer, for Bangkok.
April 5, *Fokien*, British str., for Swatow, &c.
April 5, *Wyvern*, British str., for Singapore.
April 5, *Kashgar*, British str., for Singapore, &c.
April 5, *Don Juan*, Spanish steamer, for Amoy.
April 5, *Galley of Lorne*, British steamer, for Yokohama, &c.

PASSENGERS ARRIVED.

Per *Abyssinia*, str., from Vancouver, &c.—Mr. J. V. Braga, and 40 Chinese.

Per *Tetartos*, str., from Nagasaki.—1 Chinese.

Per *Yangtsze*, str., from Wuhu.—14 Chinese.

Per *Anton*, str., from Hoihow, &c—280 Chinese.

Per *Tritas*, str., from Bangkok.—26 Chinese and 3 children.

Per *Fushun*, str., from Shanghai, &c.—Mr. Brandt, and 126 Chinese.

Per *China*, str., from Bangkok.—5 Chinese.

DEPARTED.

Per *Don Juan*, str., for Amoy, &c.—30 Chinese.

Per *Diamante*, str., for Amoy.—45 Chinese.

For Manila.—Mr. and Mrs. Persy Pers, Messrs. Achille and G. Lazzeri, 14 Chinese and 2 boys.

Per *Deucalion*, str., for Shanghai.—Mr. S. McLean. For Amoy and Shanghai.—160 Chinese.

Per *Ningpo*, str., for Shanghai.—Messrs. G. Guerriere and O. Bergiotti.

Per *Fokien*, str., for Swatow, &c.—2 Europeans and 200 Chinese.

Per *Peking*, str., for Bangkok.—12 Chinese.

Per *Kashgar*, str., for Singapore, &c.—2 Chinese and 5 Japanese (cabin), and 919 Chinese (deck).

TO DEPART.

Per *Clara*, str., for Haiphong.—25 Chinese.

[illegible]

The Chinese steamship *Kungpai* reports that she left Newchwang on the 29th ultimo. Had northerly winds and fine weather.

The German steamship *Tetartos* reports that she left Nagasaki on the 31st ultimo. From the 31st to 2nd instant strong north-west wind; thence to port fine weather.

The Chinese steamship *Fushun* reports that she left Shanghai on the 1st instant, and Swatow on the 4th. Had light to moderate winds with clear weather from port to port.

The British steamship *Yangtsze* reports that she left Wuhu on the 31st ultimo. Had fine clear weather with moderate north-east winds to Woosung; thence to Haeshan Island had variable winds with rainy weather. From Haeshin Island to port had steady north-east winds and fine weather.

[illegible] IN HONGKONG.

STEAMERS.

ABERDEEN, British steamer, 1,878, James Murray, 1st April,—London 15th Feb., General.—Jardine, Matheson & Co.

ACTIV, Danish steamer, 751, Reysbeck, 1st April,—Pakhoi 28th March, and Hoihow 30th, General.—Arnhold, Karberg & Co.

ASHINGTON, British steamer, 809, Reynell, 3rd April,—Saigon 29th March, Rice and Paddy. —Wieler & Co.

CARDIGANSHIRE, British steamer, 1,623, Clarke, 19th March,—Nagasaki 14th March, General.—Adamson, Bell & Co.

CELEBES, Dutch steamer, 1,413, T. C. Toon, 4th April,—Probolengo 23th March, Sugar.—Jardine, Matheson & Co.

CLARA, German steamer, 674, Christensen, 31st March,—Saigon 27th March, Rice.—Siemssen & Co.

DEVAWONGSE, British steamer, 1,077, P. H. Luff, 1st April,—Bangkok 26th March, General.—Yuen Fat Hong.

FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.

FERO, German steamer, 754, T. N. Hansen, 25th March,—Haiphong 23rd March, Ballast.—Ed. Schellhass & Co.

FUSHIKI MARU, Japanese steamer, 1,219, W. Thompsen, 3rd April,—Kutchinotzu 29th March, Coals.—Mitsui Bussan Kaisha.

HEVER, German steamer, 340, B. Dithlefsen, 4th April,—Newchwang 28th March, Beans. —Siemssen & Co.

ILISSUS, French steamer, 779, Roura, 19th Sept., —Singapore 2nd September, General.—Bun Hin Chan.

IPHIGENIA, German steamer, 1,059, F. Veltmer, 3rd April,—Hamburg, *vid* Singapore 29th March, General.—Siemssen & Co.

MENMUIR, British steamer, 1,247, P. T. Helms, 30th March,—Sydney 11th Feb., Adelaide 19th, Tylatinp 12th March, Sourabaya 18th, and Singapore 22nd, Sugar and Flour.—Russell & Co.

NAMOA, British steamer, 864, F. D. Goddard, 4th April,—Foochow 29th March, and Swatow 3rd April, General.—D. Lapraik & Co.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

SOOCHOW, British steamer, 327, T. Rowin, 3rd April,—Pakhoi 29th March, and Hoihow 1st April, General.—Kwong Tai Loong.

STURA, Italian steamer, 1,416, Caboara, 29th March,—Singapore 23rd March, General.—Carlowitz & Co.

TEHERAN, British steamer, 1,670, F. H. Seymour, 27th March,—Yokohama 20th March, Mails and General.—P. & O. S. N. Co.

TSINAN, British steamer, 1,459, W. N. Allison, 31st March,—Port Darwin 22nd March, Coal and General.—Butterfield & Swire.

VISAYAS, Spanish steamer, 406, J. de Ajubita, 11th March,—Manila 7th March, General. —Ban Ho.

ZAMBESI, British steamer, 1,564, Chas. Bame, 27th March,—Bombay 7th March, and Singapore 30th, General.—P. & O. S. N. Co.

SAILING VESSELS.

ALDEN BESSE, American bark, 812, J. A. O'Brien, 4th Dec.,—Puget Sound 2nd Oct., and Honolulu 28th, Timber and Spars.—Melchers & Co.

AUGUSTA, German bark, 473, Jessen, 17th March,—Amboina 6th Feb., Timber.—Ed. Schellhass & Co.

AUGUSTE, German bark, 1,396, Schumacher, 31st March,—Cardiff 7th November, Coals. —Order.

BASTER, British barkentine, 305, Rfykogle, 19th March,—Matupi, New Britain, 3rd March, Ballast.—Order.

B. P. CHENEY, American ship, 1,259, Hughes, 25th Jan.,—New York 17th August, Kerosene Oil.—D. Lapraik & Co.

CENTENNIAL, American ship, 1,222, J. M. Bearse, 27th Jan.,—New York 18th Sept., Kerosene Oil.—Russell & Co.

COLOMA, American bark, 852, C. M. Noyes, 27th Dec.,—Portland (Oregon) 29th Oct., Lumber and Spars.—Melchers & Co.

ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

F. P. LITCHFIELD, American bark, 1,032, Young, 5th Feb.,—Singapore 2nd January, Timber. —Ton Long Wo & Co.

LILLIAN, Hawaiian bark, 394, Dunnun, 22nd March,—Honolulu 1st February, Old Iron. —Kwong Cheong Lung.

GREAT ADMIRAL, American ship, 1,497, Bowell, 17th Feb.,—San Francisco 21st December, Flour.—Russell & Co.

GUSTAV OSCAR, German ship, 1,352, M. Gesmann, 27th March,—Cardiff 7th Nov., Coal. —Melchers & Co.

HATTIE E. TAPLEY, British bark, 907, J. McCannachy, 23rd Feb.,—Sandakan 17th Jan., Timber.—Gibb, Livingston & Co.

HONGKONG—SAILING VESSELS. *Continued.*

KITY, British bark, 803, Laud, 20th August,—Manila 10th August, Sugar and Hemp.—Captain.

MABEL TAYLOR, British bark, 1,298, Chas. E. Denper, 28th Jan.,—Penarth 17th August, Coal.—Order.

PENSHAW, British bark, 729, Geo. Parker, 31st March,—Pitogo 23rd March, Timber.—Lane, Crawford & Co.

SANTA FILOMENA, Spanish steamer, 449, J. de Mendiguren, 24th Jan.,—Iloilo 31st Dec., General.—Kwong Cheong Tai.

SENTA, German bark, 1,037, Tiemann, 26th Jan.,—Cardiff 4th September, Coals.—Order.

STAR QUEEN, British bark, 264, J. Abbott, 26th March,—Freemantle 26th January, Sandalwood.—Jardine, Matheson & Co.

THEODOR RUEGER, German ship, 1,576, C. Meyer, 31st Dec.,—Cardiff 5th August, Coals.—Melchers & Co.

TITAN, American ship, 1,276, Allyn, 28th Jan., —New York 28th August, Kerosene Oil.—Russell & Co.

TETUAN, German bark, 138, Röper, 1st April,—Singapore 29th January, Hardwood and Timber.—Chinese.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-vessel, 1,400 tons, 3,180 h-p., 4 guns, Commander R. Blair Maconochie, Hongkong.

Audacious, battle-ship (armoured), 2nd-class, 6,010 tons, 4,830 h-p., 18 guns, Captain R. H. Harris, Flag of Commander-in-Chief, Hongkong.

Cockchafer, gunboat, 2nd-class, 460 tons, 470 h-p., 4 guns, Lieut.-Commander H. H. Boteler, Hongkong.

Constance, cruiser, 3rd-class, 2,380 tons, 2,590, h-p., 14 guns, Captain L. C. Keppel, Hongkong.

Cordelia, cruiser, 3rd-class, 2,380 tons, 2,420 h-p., 10 guns, Captain H. H. Boys, Shanghai

Esk, gunboat, 3rd-class, Coast Defence, 363 tons, 340 h-p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.

Espoir, gunboat, 2nd-class, 465 tons, 470 h-p., 4 guns, Lieutenant-Comdr. H. H. Adams, Yangtsze.

Firebrand, gunboat, 2nd-class, 455 tons, 460 h-p., 4 guns, Lieutenant-Comdr. J. Denison, Manila, re-commissioning.

Heroine, cruiser, 3rd-class, 1,420 tons, 1,130 h-p., 8 guns, Captain Charles J. Balfour, Hongkong.

Leander, cruiser, 2nd-class, 3,750 tons, 5,500 h-p., 10 guns, Captain M. J. Dunlop, Japan.

Linnet, gun-vessel, 2nd-class, 756 tons, 1,050 h-p., 5 guns, Commander W. H. Marrack, Hongkong.

Merlin, gunboat, 2nd-class, 430 tons, 430 h-p., 4 guns, Lieut.-Comdr. W. H. Maturin, Tientsin

Mutine, sloop, 1,130 tons, 1,120 h-p., 10 guns, Commander J. H. Martin, Hongkong.

Rambler, surveying-vessel, 830 tons, 600 h-p., 3 guns, Commander W. A. Moore, Hongkong.

Rattler, gunboat, 1st-class, 670 tons, 1,200 h-p., 6 guns, Lieutenant-Commander W. H. M. Dougall, Hongkong.

Sapphire, cruiser, 3rd-class, 1,970 tons, 2,360 h-p., 12 guns, Captain W. C. Karslake, Hongkong.

Satellite, cruiser, 3rd-class, 1,410 tons, 1,400, h-p., 8 guns, Captain T. P. W. Nesham, Shanghai.

Swift, gun-vessel, 2nd-class, 750 tons, 1,010 h-p., 5 guns, Commander A. C. B. Bromley, Hongkong, re-commissioning.

Tweed, gunboat, Coast Defence, 3rd-class, 363 tons, 340 h-p., 3 guns, Boatswain J. M. Shea, Hongkong, in reserve.

Victor Emanuel, receiving ship, 5,157 tons, 20 guns, Commodore W. H. Maxwell, A.D.C., Hongkong.

Wanderer, sloop, 925 tons, 750 h-p., 4 guns, Commander G. A. Giffard, Hongkong, re-commissioning.

Wivern, Coast Defence ship (armoured), 2,750 tons, 1,450 h-p., 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Aragon, Spanish cruiser, Captain D. E. Zulnaga, Manila.

Aspic, French gunboat, Commander Rupé, on a cruise.

Aurora, Austrian corvette, 4 guns, Captain Muller, Whampoa.

Bismarck, German corvette, Captain Kuhn, Nagasaki.

Bobre, Russian cruiser, 13 guns, Captain Menschikoff, Nagasaki.

Brooklyn, American corvette, 14 guns, Captain Byron Wilson, Manila.

Carola, German corvette, Commander Ashmann, Amoy.

Comète, French man-of-war, 483, Commander Martel, Hoihow.

Chasseur, French gunboat, Captain Le Gorrèe, Tonkin.

Dimitry Donskoy, Russian frigate, 20 guns, Captain N. Scruydloff, Nagasaki.

Essex, American corvette, Captain T. F. Jewell, Amoy.

Iltis, German gunboat, Lieutenant von Eriksted, Hongkong.

Koreyetz, Russian corvette, 1,238, Captain Osteletsky, Amoy.

Monocacy, American gunboat, 6 guns, 750 h.p. Commander Glass, Yokohama.

Morge, Russian gunboat, 7 guns, Commander, Moltsoff, Corea.

Nayezdnik, Russian corvette, 9 guns, Captain Zarin, Nagasaki.

Nautilus, German gunboat, 4 guns, Captain von Hoven, Hongkong.

Omaha, American corvette, Captain T. O. Selfridge, 12 guns, Nagasaki.

Palos, American gunboat, 6 guns, 500 h.p., Lieut. Commander Nelson, Yokohama.

Parseval, French cruiser, Foret, Nagasaki.

Primauguet, French corvette, 2,299, Captain Veron, Shanghai.

Rio Lima, Portuguese gunboat, 539, Commander Santa Barbara, Macao.

Rynda, Russian corvette, Captain Avellan, Vladivostock.

Sevoroch, Russian cruiser, Captain Yourieff, Vladivostock.

Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostock.

Sophie, German corvette, Nagasaki.

Turenne, French frigate, Captain Dupuis, Nagasaki.

Velasco, Spanish corvette, Captain Friqueras, Manila.

Vipère, French gunboat, Commander de Marolles, Shanghai.

Vitiaz, Russian corvette, 10 guns, Captain Makaroff, Hongkong.

Wolf, German gunboat, Captain Jaeskche, Yokohama.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Wingsang	Calcutta	April 6th	Jardine, Matheson & Co.
Mosser	London	April 7th	Russell & Co.
Glenlyon	London	April 7th	Jardine, Matheson & Co.
Poseidon	Trieste	April 7th	Austro-Hung. Lloyd's Co.
Guthrie	Australia	April 10th	Russell & Co.
Dardanus	Liverpool	April 10th	Butterfield & Swire.
Pembrokeshire	Hamburg	April 11th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Deccan	P. & O. S. N. Co.	April 11th, daylight.
London, via Suez Canal	Patroclus	Butterfield & Swire	April 7th.
Bremen, & Ports of Call	Preussen	Melchers & Co.	April 16th, at 4 p.m.
Genoa, & Ports of Call	Stura	Carlowitz & Co.	April 7th, at 10 a.m.
Trieste, via Straits, &c.	Poseidon	Austro-Hung. Lloyd's Co.	April 11th, at noon.
Havre and Hamburg	Electra	Siemssen & Co.	April 7th, at 4 p.m.
Vancouver, B.C., via K., &c.	Abyssinia	Adamson, Bell & Co.	April 12th, at 3 p.m.
New York, via Suez Canal.	Claymore	Adamson, Bell & Co.	About April 11th.
San Francisco, via Y'hama	San Pablo	O. & O. S. S. Co.	April 24th, at 3 p.m.
San Francisco, via Y'hama	City of Peking	Pacific Mail S. S. Co.	About April 14, 3 p.m.
Adelaide, Melbourne, &c.	Menmuir	Russell & Co.	April 9th, at 4 p.m.
Port Darwin, &c.	Tsinan	Butterfield & Swire	April 7th, at 4 p.m.
Yokohama and Kobe, &c.	Pembrokeshire	Adamson, Bell & Co.	April 12th.
Yokohama and Kobe	Zambesi	P. & O. S. N. Co.	April 7th, daylight.
Yokohama and Kobe	Iphigenia	Siemssen & Co.	April 7th, at 4 p.m.
Tientsin	Whampoa	Butterfield & Swire	April 13th.
Shanghai, via Amoy	Dardanus	Butterfield & Swire	April 12th.
Hoihow, Singapore, &c.	Devawongse	Yuen Fat Hong	To-morrow, at 8 a.m.
Haiphong	Clara	A. R. Marty	To-morrow, daylight.
Coast Ports	Namoa	Douglas Lapraik & Co.	April 8th, at 9 a.m.

Intimations.

W. POWELL & CO.

HAVE RECEIVED EX LATEST STEAMERS.

A FULL ASSORTMENT OF NEW SPRING AND SUMMER GOODS IN EVERY DEPARTMENT.

W. POWELL & CO.

VICTORIA EXCHANGE,
(TELEPHONE 21) Hongkong, 5th April, 1888. [6

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
No. 16 Queen's Road Central. [604

FOR SALE.
AT WHOLESALE PRICES.
SACCONES' SHERRY; PORT.
CLARETS, CHAMPAGNE.
HOCKS, BURGUNDY.
BRANDY, WHISKIES, ALE, STOUT.
MACHINERY, COOKING STOVES.
SCALES, BICYCLES and TRICYCLES.
PAINTS, OILS, VARNISH.
PIANOS, SINGER'S SEWING MACHINES.
Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 10th December, 1885. [11

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAR & SONS'
MERCHANT NAVY
NAVY-BOILED
LONG FLAX
CROWN } CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [603

BOWRINGTON FOUNDRY, EAST POINT, HONGKONG.
A. G. GORDON & Co.
A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING and SHIP-BUILDING WORK, both afloat and ashore, on most reasonable terms.
PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.
ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c., &c.
Hongkong, 1st January, 1888 [41

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.
NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.
ISAAC HUGHES,
Secretary.
Hongkong, 7th November, 1887. [32

MITSUI BUSSAN KAISHIA.
SOLE AGENTS FOR THE MIIKE COAL MINE.
BUNKER COALS can be supplied to any Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application to the Undersigned.
Y. FUKUHARA,
Acting Manager.
Hongkong, 19th January, 1888. [105

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK-MAKERS,
JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
SOLE AGENTS
for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's
CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.
No. 8, QUEEN'S ROAD CENTRAL. [611

FOR SALE.
GERMAN BEER.
BRAUEREI "ZUR EICHE," KIEL
$7.25 per Case of 4 Dozen Quarts.
9.00 " 8 " Pints.
EDUARD SCHELLHASS & CO.,
Sole Agents,
Hongkong and China.
Hongkong, 29th November, 1887. [471

THE GREATEST BLESSING
Of life is a perfect state of health. To secure this undeniable boon use LAMPLOUGH'S PYRETIC SALINE. It strikes at the root of disease, improving Digestion by clearing away obstructions from the Stomach, Liver, Kidneys, and Bowels, and at the same time renovating the Blood, eradicating poisonous and feverish humours. See large Advt.

"FOR THE BLOOD IS THE LIFE."
CLARKE'S
WORLD-FAMED
BLOOD MIXTURE
THE GREAT BLOOD PURIFIER AND RESTORER. LARGEST SALE OF ANY MEDICINE IN THE WORLD.
Overwhelming testimony accompanies every bottle, proving this to be
THE GREATEST MEDICINE EVER DISCOVERED.
For cleansing and clearing the blood from all impurities, it cannot be too highly recommended.
For Scrofula, Scurvy, Skin and Blood Diseases, and Sores of all kinds, it is a never-failing and permanent cure.
It Cures Old Sores.
Cures Ulcerated Sores on the Neck.
Cures Ulcerated Sore Legs.
Cures Blackheads, or Pimples on the Face.
Cures Scurvy Sores.
Cures Cancerous Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all impure matter. From whatever cause arising.
As this mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.
THOUSANDS OF TESTIMONIALS
Sold in Bottles 2s. 9d. each, and in cases, containing six times the quantity, 11s. each—sufficient to effect a permanent cure in the great majority of long standing cases, by all chemists and patent Medicine Vendors throughout the world.
Proprietors, the Lincoln and Midland Counties Drug Company, Lincoln, England.
(Trade Mark—"Blood Mixture.")
ONE BOX OF CLARKE'S B41 PILLS is warranted to cure all discharges from the Urinary Organs, in either sex (acquired or constitutional), Gravel, and Pains in the Back. Guaranteed free from Mercury. Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors the Lincoln and Midland Counties Drug Company, Lincoln, England. [116

NOW READY.
PRICE ..... FIFTY CENTS.
THE LAW OF STORM in the EASTERN SEAS,
by
W. DOBERCK,
GOVERNMENT ASTRONOMER.
MAY BE PROCURED AT
Messrs. Kelly & Walsh, Limited, Hongkong.
" Lane, Crawford & Co. "
" G. Falconer & Co. "
" C. J. Gaupp & Co. "
" F. Blackhead & Co. "
" Heuermann, Herbst & Co. "
" Möre & Seimund. "
" MacEwen, Frickel & Co. "
Mr. W. Brewer. "
The "Hongkong Telegraph" Office. "
Messrs. Quelch & Co., Swatow.
Mr. N. Moalle, Amoy.
Messrs. Hedge & Co., Foochow.
Messrs. Kelly & Walsh, Limited, Shanghai.
Messrs. Kelly & Walsh, Limited, Yokohama.
Hongkong, 30th September, 1886.

Intimations.

NOW READY.
[PUBLISHED BY AUTHORITY.]
"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" FOR 1888.
THIS Valuable Work, with many NEW ADDITIONS and IMPROVEMENTS, IS NOW READY.
PRICE THREE DOLLARS.
Orders for Copies of THE "HONGKONG DIRECTORY," may be sent to the following Agents:—
HONGKONG...Mr. W. Brewer.
" ...Messrs. F. Blackhead & Co.
" ...Messrs. Heuermann, Herbst & Co.
" ...Messrs. Kelly & Walsh, Limited.
" ...Messrs. Lane, Crawford & Co.
" ...Messrs. MacEwen, Frickel & Co.
MACAO.....Messrs. A. A. de Mello & Co.
CANTON .....Mr. M. F. da Silva.
SWATOW .....Messrs. Quelch & Co.
AMOY and FORMOSA... } Mr. N. Moalle.
FOOCHOW ...Messrs. Hedge & Co.
SHANGHAI & NORTHERN PORTS } Messrs. Kelly & Walsh, Limited, Shanghai.
JAPAN ..... } Messrs. Kelly & Walsh, Limited, Yokohama.
SAIGON .....Mons. Linage.
BANGKOK ...Rev. S. J. Smith.
SINGAPORE...Messrs. Sayle & Co., Limited.
PARIS and LONDON ... } Messrs. Amédée Prince & Co.
or to
"THE HONGKONG TELEGRAPH" OFFICE,
Pedder's Hill, Hongkong,
16th January, 1888

INTIMATION.
F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS.
No. 11, Praya Central.
(Opposite Pedder's Wharf).

SOLE AGENTS for
RAHTJEN'S
GENUINE COMPOSITION
FOR THE BOTTOMS OF IRON SHIPS
CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST ROTTING, DECAY, &c., of WOOD.
CHR. MOTZ & Co., BORDEAUX, CLARETS.
IMPERIAL CHAMPAGNE, LA GRANDE MARQUE.
FLENSBURG STOCKBEER,
ENGINEERS AND BLACKSMITHS' TOOLS, AND EVERY KIND OF SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE.
Hongkong, 1st January, 1885. [85

SARAWAK GOVERNMENT NOTIFICATION.

TENDERS will be received up to 9 A.M., on MONDAY, the 16th April, 1888, for RENTING the following FARMS for THREE YEARS, from 1st July, 1888, viz:—

The OPIUM FARM of the Territory of Sarawak, from Tanjong Datu to and inclusive of the Baram River, a distance of 370 miles.

The GAMBLING FARM, from Tanjong Datu to and inclusive of the Sadong River.

The ARRACK FARM, from Tanjong Datu to and inclusive of the Sadong River.

2nd—Tenders must be written in English and forwarded in Sealed Covers addressed to the Honourable the Resident of Sarawak, Kuchin, Sarawak.

3rd—Tenders for each FARM SEPARATELY, and a Tender for the THREE FARM COLLECTIVELY, are required.

4th—The Government does not bind itself to accept the highest or any Tender.

5th—The successful Tenderer or Tenderers will be required to find Security for the due fulfilment of his or their Contracts.

6th—For further information apply to A. L. JOHNSTON & Co., Agents in Singapore for the SARAWAK GOVERNMENT, or to the RESIDENT OFFICE, Kuching, Sarawak.

W. O. MAXWELL,
Administering the Government,
Resident's Office,
Kuching, Sarawak, 1st January, 1888. [102

HONGKONG TIMBER YARD, WANCHAI.
OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.
L. MALLORY,
Proprietor.
Hongkong, 7th June, 1887. [631

Printed and Published by ROBERT FRASER SMITH at the Office of the "Hongkong Telegraph" Newspaper.

The great question is—what we are to do, failing a supply of money! To make matters worse, the farmer of the Pork monopoly has got into difficulties with the Municipality concerning the payment of a certain percentage which he was supposed to make. This refusal of payment has deprived the *Senado* of an item of revenue, and the farmer is already threatening to transfer his scene of operations to the neighbouring island of Lapa, which is in Chinese territory.

The Silk factory in Hospital Street has been ordered to suspend operations on the ground of its being a nuisance. The owners allege that having invested a large amount of capital in the concern a sudden stoppage would entail heavy losses, and that as the Government granted them a license to carry on the filature making at the locality in question, they will have to bring in a claim for damages against the Treasury. *Choi-yau, the chief proprietor of the* concern, has already secured the services of Mr. Pacheco, the Registrar General, and has intimated to the authorities that he will resist the order to close the factory, and if compelled by force to do so, will transfer the business to Lapa. The other factories promise to follow suit.

Mr. Basto, Jr., who probably has by this time reached Lisbon, will greatly miss his old friend Senhor Scarnichia, who departed this life a few weeks ago. The last English mail brought news of his decease. According to Portuguese law, when a deputy dies, his predecessor in the seat resumes its occupation until a new deputy has been duly elected. Mr. Pinto Basto, who is now Portuguese Consul General in London, will probably return to Lisbon and take his seat in the Côrtes pending the elections which will soon take place here. I should think Mr. Basto, Jr. has a splendid chance of attaining now the object of his ambition while in Macao. It is said that his influence among the Macaoese is such that he has only to express a wish to be elected deputy, to have the whole community at his feet. I hear, however, that he has some other business to transact at Lisbon in connection with the late Vy-sing *embroglio* in this city. The Chinese investor of the $100,000 guarantee money—which, as you are aware, was forfeited to the Treasury on the collapse of the undertaking—is now endeavouring to recover his loss, and our worthy legal friend is said to have been commissioned to proceed to Lisbon to demand the $100,000 from the home Treasury; with what success remains to be seen. It is also asserted that Mr. Basto will solicit a Viscountship for one of the old notabilities of Macao.

As regards the deputies for Macao, I am of opinion that no one of that inglorious class of patriots has shown more independence and wisdom in the Côrtes than Senhor Barbosa Leão who had the courage to declare in open Parliament that it would be far preferable to sell all the Colonies to other nations capable of civilising them, to keeping them in their existing irretrievable state of degradation and misery. Barbosa Leão is still alive and kicking, and the Macao electors would do well to solicit his candidature and to elect him without any more ado, if they have their welfare at heart.

CANTON.

(FROM OUR CORRESPONDENT.)

CANTON, 2nd April, 1888.

The Athletic and Aquatic sports which formed so great an event in last week's proceedings, passed off as successfully as could be desired as regards the former, and the latter were only prevented from proving an equally enjoyable affair by an almost incessant downpour and by a Scotch mist which made every event a mystery until within a few yards of the goals.

The fogs of last week have not proved so disastrous to the shipping of the port as was at one time feared. Two gunboats and three launches piled themselves up in a medley in a paddy field near Shun-tak, and were eventually released from their exalted positions by gangs of coolies cutting canals. The whole country, on account of the heavy rains, has been considerably inundated, making inland navigation for some days almost impracticable. The steamer *Fatshan*, which grounded off Chuenpee Point during the fog, whilst engaged running night and day, also got off without any material damage owing to the dexterous management of her Captain. A fresh south-easter got in with the flood, which must have added much to Captain Clarke's anxieties, for if the vessel had swung round bilge on to the rocks, it could not have failed to prove a serious matter. The *Haikow*, in passing, was able to render assistance at an opportune moment.

The band of pirates or robbers captured by the Macao police are anxiously looked for here by many natives whose homes have suffered from their depredations. At one place, opposite the island of Typo, the home of one of the Yale college students was completely gutted, even his foreign books being hacked in pieces by those scoundrels.

All the machinery of the copper *cash* mint has been received, and considerable energy is discernible in pushing on the completion of the establishment. The enhanced value of copper makes the profitable out-turn from this undertaking a more remote contingency than ever. But it is reported that the Viceroy during last summer made some extensive forward contracts through the Chinese Minister in Tokio with a Japanese copper syndicate. Therefore, during the running of these contracts, the loss will not be as serious as it must ultimately be.

The friends of Mr. Yung-wing, at one time joint Chinese Envoy to the United States, will shortly have the pleasure of welcoming him back again, as he has already left the United States on his return journey. The hopes raised of the speedy departure of Chang Chih-tung from Canton are again doomed to disappointment for recently the Viceroy received orders from the capital to continue at his post, and apparently anticipating a prolonged stay, His Excellency has entered into some new domestic arrangements.

TIENTSIN.

A slight shock of earthquake was felt here on the 20th inst. No damage was done.

The small portable railway contracted for last year by the French Syndicate is being despatched by boat to Tungchow for Peking.

The Imperial Maritime Customs flotilla will soon be reinforced by two or three new cruising vessels of the most improved modern construction.

It has been announced that Chou-tu will resume his former post here of Haikwan Taotai at once. Several changes have been made in the official ranks of the province.

Orders have been given and agreements made to hasten the completion of the Fort Arthur graving dock and basins, as it is found inconvenient to send the Northern squadron south, or to Japan, for repair and refit.

The great sheets of water that have covered the plains around since the last floods came, are now at a lower level, and either by evaporation or outlet are diminishing fast. If the authorities took proper measures before the next rains come, much or most of the ground that has been under water can be drained and fitted for growing crops again.

Foreign traders notice a distinct improvement in the export staples that come here for sale. Strawbraid, although its general condition leaves still much to be desired, is more regular than before, and the frauds practised in lengths of the bundles are not repeated, or, at any rate, are less common. Sheep's and camel's wool is also cleaner, and the country bales that used to be loaded with thirty to forty per cent. of sand and dirt are now often found to have not more than twenty per cent., and as the foreign traders take the strictest precautions when buying, it may be hoped the frauds complained of may come to an end.

Loud complaints reach us from all sides concerning the excessive slowness of the transmission of messages by telegraph between this place, Peking, and Shanghai. We cannot say whether the complaints are well founded, as, of course, it is possible the delays may be accounted for by the large volume of Government messages which, naturally, have precedence over those from the public. It is said the lines are, probably, not perfectly efficient. They are old, and outlays for their repair and maintenance in good order are stinted. Another defect is that between this place and Shanghai we have, for traffic purposes, but one wire, as the second wire that is on the poles is for communicating with intermediate stations. For the present we prefer to call the attention of the high officials and Telegraph Administration to the general dissatisfaction of the public with the land lines, and hope, in all interests concerned, that some reasonable improvement in the present condition of things may be found practicable.—*Chinese Times.*

TRIAL BY JURY.

Juries in France are no longer considered certain to carry out the law. In Ireland all confidence in their verdicts has so completely disappeared that the Crimes Act was passed mainly to dispense with their action, and outside Dublin no one can be secure that any jury will punish any villainy, murder included, if the accused can plead that his motive was either political or agrarian. In Italy the juries, though otherwise fair, cannot be trusted in capital cases; and in parts of the United States the distrust of juries, though little talked about, is very deep, and is pleaded as the excuse for lynch law and the justification for vigilance committees. There is a suspicion that money can be used with effect whenever public feeling is not excited, and we have noticed in the occasional swindles, that verdicts against powerful men have been received with a sensation of a relieved surprise.

Even in England we observe that in political trials there is often a doubt about the jury, and that lawyers rely a good deal upon the almost pedantic legality which, for some reasons we cannot now discuss, usually characterize a jury of common Londoners. There is probably some exaggeration in many cases in which verdicts are condemned, as the jury see the witnesses, and the commentators do not; but it is difficult to resist the conviction that, with the progress of the world toward democracy, two other processes are going on, viz., that juries fall more and more under the influence of opinion, of terror, and even of corruption; and that the community is growing more and more doubtful whether the great advantage hitherto gained from the institution may not, in time, be overbalanced by the evils inherent in the system, or produced in it by some modern innovations.

There is a belief growing, that what is called "opinion"—that is the mass of feeling produced by incessant discussion, much of it over-excited, and much more very ignorant—is becoming the main obstacle to the just administration of the law, and that this "opinion," which is not without its weight even on judges and magistrates, influences jurymen to an injurious degree. They are so affected, it is said, by it, that they can hardly weigh evidence and are constantly tempted to obey the "popular" desire as if it were in some way a "higher law." The temptation, moreover, makes corruption easy, for it enables the recalcitrant juryman to baffle justice by simply pleading an opinion, say, against capital punishment, or against political trials, or against the police, which his fellow-jurymen know to be in other cases honestly entertained. The inclination of juries, in fact, to legislate instead of obeying the law is becoming marked in all countries, and tends to diminish grievously the use of law itself as a means of keeping society together. There is a very stern element in opinion, as well as a soft one; and if acquittals in the teeth of evidence grew frequent, we should soon see one of two results.

Either the injuries themselves would grow stern under the pressure of opinion—as is the case now in America in regard to anarchists, and in London in regard to rioters—or the democracy would consent quite willingly to the supercession of juries. It has no longer any reason to protect itself against oppression; it can remodel its own laws at a moment's notice; it is not afraid of the judges, and it would, on cause shown, consent to a suspension of the democratic veto on the execution of law. It would not be very difficult, even now, if a trusted leader said it was necessary, to try dynamiters by commission; and democracy dislikes other crimes which injure it quite as much as dynamite. If the jury system grew a little worse in Ireland, so that common murder was never punished, the majority of Englishmen would sweep it away to-morrow; and if the same evil occurred in England, they would need no persuading. There is another democratic utterance about criminals beside that of the jury, and it is one against which the police have often trouble in protecting the accused.—*Spectator.*

POPULAR SCIENCE.

BRIEF NOTES ON A VARIETY OF INTERESTING TOPICS.

Professor Ramsay thinks that color-blindness is a defect of the brain instead of the eye.

According to naturalists wasps remember the locality of their nests just ninety-six hours.

A very useful polishing powder for metals and glass is made of finely ground glass mixed with a small proportion of dried soda ash.

A mercury plumb-bob has lately been made. It consists of a small steel rod, bored out and filled with mercury to give weight.

It has been discovered that wool saturated with a 10 per cent solution of glycerine can bear a prolonged heat of 275 degrees without injury.

Tannin has been discovered as an animal substance by M. Villon, a French chemist, who finds that corn weevils contain about 3 per cent of it.

A Philadelphia firm has just put in operation the largest riveting machine made in the United States. It can rivet boiler-shells made from plates up to ninety-six inches in width.

Dr. Voisin relates the case of a girl, eleven years of age, who was a most inveterate and persistent liar, and whom he cured completely of this reprehensible habit by means of hypnotism.

The *Popular Science News* inveighs against the abuse of tea, and warns the young particularly against its use. Four or six cups of tea taken during each twenty-four hours will, in time, produce tea-poisoning.

An invention has been introduced in English mills by which plate and sheet iron can be rolled perfectly level and save re-rolling for that purpose. It is very valuable for sheet-iron, which rolls crooked despite the best workmanship.

Austrian engineers speak favorably of Gieszl's pilot engine for preventing railway collisions. It is worked by electricity, under the control of the engineer, and is run at any desired distance in front of the train, which it stops automatically on encountering any obstacle.

A new building material called stonebrick is said to possess extremely useful qualities and to be likely to come into extensive use. It is made by grinding together lime and sand in a dry state. It is then heated by steam and becomes burned hydraulic cement.

An instrument called the autographometer has lately been devised, which autographically records the plan of the ground over which it is dragged. It can be carried about on a light vehicle, and when in use indicates the topography and differences of level of all places over which it passes.

A smoke-consuming device for steam boilers has been patented by Alfred Dow of Sydney. The principle covered is a novel apparatus for injecting jets of steam and hot air combined, into the fire-box, generating water gas and causing such fierce combustion as to disperse and consume the smoke.

The new alloy of copper and silicium is said to be as good as gold for all purposes of ornamentation, and better for many other purposes. According to the proportion of silicium in the mixture, the alloy is malleable both when heated and at ordinary temperatures. It is described as having the color of virgin gold.

Nitrogen will not burn, like hydrogen, nor support combustion, like oxygen; and, though not of itself poisonous, animals surrounded by it speedily die from "oxygen starvation." The specific gravity of nitrogen is 972; air being one (1). Its escape from a deep, open jar is one means of distinguishing it from carbonic acid.

M. Guillot, a chemist at Angers, claims to have discovered a liquid which renders wood, muslin, paper, etc., uninflammable. Articles soaked in the composition, if exposed to a great heat, emit black smoke and are consumed, but never blaze. The process is at present kept secret, and may turn out to be one of those already known.

A new method of preserving oysters in the shell, so as to transport them to any distance in a perfectly fresh condition, consists wholly in a single turn of iron wire twisted tightly around the shells, so as to keep them so closely shut that none of the juices of the oyster can leak out. It appears that it is the opening of the mouth of the oyster when out of water that causes it to "spoil."

The export of butter to countries of which the climate prevents its home preparation has long been a hope in the chemical mind. This seems now to have become possible by a discovery of Pierre Grosfils of Verviers, who finds that a solution of a small amount of salicylic acid in lactic acid, when mixed with the butter, will keep it indefinitely without altering its properties or impairing its taste.

A new invention to take the place of stained glass is made of a cotton and linen paper, which is dipped into a preparation of alcohol and camphor, which makes it like parchment. From this point it can be modeled and cut into remarkably tough sheets, entirely translucent, and it can be dyed with almost the whole outline colors, the result being a translucent sheet showing far more vivid hues than the best glass exhibits.

It has been stated that since the sunflower has been cultivated on certain swamps of the Potomac, malaria fever has decreased. At the mouth of the Scheldt, in Holland, it is stated that similar results have been observed. The sunflower emits large volumes of water in the form of vapor, and its aromatic odor, as well as the oxygen it inhales, may have something to do with the sanitary influence in question.

The fair sex owes still another debt to the scientist. A lady who had a mole on her shoulder and who, from this reason, was unable to display her otherwise fair and attractive corporeal possessions, has had an electrical operation performed with perfect success. The mole was perforated with electric needles in every direction. After a week, the mole which had been burnt to a black mass, fell off and left the skin in good condition. The new skin shows hardly a trace of discoloration, and she now wears the most fashionable ball dresses with impunity and success.

The use of the mosquito has been at last discovered. Professor Webster says that "injurious organic matter in the water, instead of decomposing and poisoning people, is changed into 'wiggle-tails,' which in due time become mosquitoes, and the winged matter flies away, leaving the water purified to the extent of their ability to remove the impurities. If fish are kept in the water they eat the 'wiggle-tails,' and grow large enough to serve as food for man. Thus the poisonous ingredient of impure water becomes healthful food. Without mosquitoes most marshy or swampy land would be dangerously insalubrious."

Each year brings new hopes for consumptive patients, and some eminent men think that the discovery of a remedy for this too common disease is now but a matter of time. Garcin has found that inhalation of air containing a small amount of hydrofluoric acid gas has a remarkably good effect on consumptives. Of a hundred cases so treated 41 per cent improved and 38 per cent. were cured. Hydrofluoric acid kills the bacilli of disease, and as phthisis is caused by the presence of these lower germs of life in the lungs, their destruction removes the cause of the disease. Hence, if the patient is not too far gone, it is reasonable to expect an improvement.

The interesting fact has been stated that so indestructible by wear or decay is the African teakwood that vessels built of it have lasted 100 years, to be then only broken up on account of their poor sailing qualities from faulty models. The wood, in fact, is one of the most remarkable known on account of its very great weight, hardness and durability; its weight varies from forty-two to fifty-two pounds per cubic foot. It works easily, but on account of the large quantity of silex contained in it the tools employed are quickly worn away. It also contains an oil which prevents spikes and other iron-work with which it may come in contact from rusting.

An Important Discovery is announced in the *Paris Figaro*, of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self addressed stamped envelope.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER).

TO-DAY.

Barometer—9 A.M.	30.00
Barometer—1 P.M.	29.87
Barometer—4 P.M.	29.84
Thermometer—9 A.M.	68
Thermometer—1 P.M.	70
Thermometer—4 P.M.	70
Thermometer—9 A.M. (Wet bulb)	66
Thermometer—1 P.M. (Wet bulb)	68
Thermometer—4 P.M. (Wet bulb)	68
Thermometer—Maximum	77
Thermometer—Minimum (over night)	67

CHINA COAST METEOROLOGICAL REGISTER.

April, 1888.—At 4 p.m.

STATION.	Barometer red. to sea level & 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.75	41	—	SE	2	c	—
Tokio	29.84	—	—	S	4	—	—
Nagasaki	30.07	—	—	SW	3	o	—
Shanghai	30.03	54	84	SSE	4	o	—
Amoy	30.00	68	56	SE	3	—	—
Hongkong	29.91	65	80	N	4	o	—
Haiphong	29.84	73	86	—	0	c	—
Bolinao	29.85	88	—	WNW	2	b	—
Manila	29.81	92	56	SSE	2	c	—

5th April, 1888.—At 10 a.m.

STATION.	Barometer red. to sea level & 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.72	36	80	SE	2	o	—
Tokio	—	—	—	—	—	—	—
Nagasaki	30.05	—	—	—	1	—	—
Shanghai	29.93	55	94	SE	—	or f	—
Amoy	—	—	—	—	—	—	—
Hongkong	29.93	67	92	SSE	4	o	—
Haiphong	29.86	72	91	—	—	c	—
Bolinao	29.95	82	—	S	—	b	—
Manila	—	—	—	—	—	—	—

The barometer continues falling along the coast, and gradients for east-south-east winds are decreasing. Cloudy, damp and rather warm weather prevails, with some fog along the coast.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind by two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather. *b* Blue sky, *c* Detached clouds, *d* Drizzling rain, *f* Fog, *g* Gloomy, *h* Hail, *l* Lightning, *o* Overcast, *p* Passing showers, *q* Squally, *r* Rain, *s* Snow, *t* Thunder, *v* Visibility, *w* Dew, *wpt*. 7—Rain in inches, tenths and hundredths.

W. DOBBRICK,
Hongkong Observatory, 5th April, 1888.

To-day's Advertisements.

THE HONGKONG AMATEUR ATHLETIC SPORTS,
TO BE HELD ON
THE CRICKET GROUND,
on
SATURDAY,
the 7th April.

PATRONS:
His Excellency Sir GEORGE WILLIAM DES VŒUX, K.C.M.G.,
His Excellency Vice-Admiral Sir NOWELL SALMON, V.C.,
His Excellency Major-General W. GORDON CAMERON, C.B.,
Commodore MAXWELL, R.N., A.D.C.

STEWARDS:
Col. ANDERSON, 58th Regiment. | A. J. LEACH, Esq.
Hon. J. BELL-IRVING. | R. LEWER, D.S.G.
E. R. BELILIOS, Esq. | Hon. A. P. MCEWEN.
W. G. BRODIE, Esq. | Dep. Ins.-Gen. MORTIMER.
Hon. C. P. CHATER. | E. D. RUTTER, Esq.
Lieut.-Colonel COOK, A.C.G.O. | Hon. P. RYRIE.
Col. CRASTER, R.A. | Capt. SYMTHIES, R.N.
Hon. W. M. DEANE. | S. G. SOLOMON, Esq.
T. E. DAVIES, Esq. | Col. STEVENS.
W. H. FORBES, Esq. | Col. STORER, R.E.
M. GROTE, Esq. | J. THURBURN, Esq.
H. HOPPIUS, Esq. | T. H. WHITEHEAD, Esq.
Col. HUGHES. | H. E. WODEHOUSE, C.M.G.
T. JACKSON, Esq. | E. L. WOODIN, Esq.
B. LAYTON, Esq.

COMMITTEE:
J. ANDREW, Esq. | R. K. LEIGH, Esq.
C. S. BARFF, Esq. | J. H. STEWART-LOCKHART, Esq.
A. DENISON, Esq. | H. C. METCALFE, Esq., 58th Regiment.
Major ELLIS. | Capt. REYNOLDS, R.A.
Surg.-Major FFOLLIOT. | Capt. RUMSEY, R.N.
M. D. GRAHAM, Esq., 58th Regiment. | J. SAMPSON, Esq.
J. GRANT, Esq. | A. K. TRAVERS, Esq.
H. F. HAYLLAR, Esq. | Major TRIPP.
F. A. HAZELAND, Esq.
F. KOCK, Esq.

HANDICAPPERS:
Major ELLIS, 58th Regt. | Major TRIPP.
W. H. YOUNG, Esq. | A. K. TRAVERS, Esq.

HON. SECRETARY.
C. H. THOMPSON, Esq.

HON. TREASURER.
J. GRAY, Esq.

CLERK OF THE COURSE.
Major TRIPP.

STARTER.
W. H. YOUNG, Esq.

JUDGES:
Hon. W. M. DEANE.
R. K. LEIGH, Esq. | Major ELLIS.

REFEREE.
E. L. WOODIN, Esq.

TIME KEEPERS.
R. FRASER-SMITH, Esq.,
J. SAMPSON, Esq.

The following is the list of Events, viz.:—
1.—100 YARDS FLAT RACE, ... 2 prizes.
2.—PUTTING THE SHOT, (from the shoulder) ..... 1 „
3.—120 YARDS HANDICAP, ... 2 „
4.—HIGH JUMP, ... 1 „
5.—QUARTER MILE FLAT RACE, ... 2 „
6.—ONE MILE WALKING RACE, ... 1 „
7.—THROWING CRICKET BALL, ... 1 „
8.—POLE JUMPING, ... 1 „
9.—HALF MILE RACE, open to Garrison, Navy and Police ..... 3 „
10.—HALF MILE RACE, (Handicap), ... 2 „
11.—120 YARDS HURDLE RACE, ... 2 „
12.—BOYS' RACE, 100 YARDS (Handicap) for Boys under 10, open to all, ... 3 „
13.—VETERANS' FLAT RACE, 120 YARDS (Handicap). Open to all, 35 years old and of 10 years residence in India, China, or the Tropics, ... 2 „
14.—LONG JUMP, ... 1 „
15.—THREE-LEGGED RACE, ... 1 „
16.—SMALL GIRLS' RACE, (Handicap) under 7 years ..... 3 „
17.—220 YARDS FLAT RACE, (Handicap), ... 2 „
18.—BICYCLE RACE—One Mile—3 to enter or no Race ..... 1 „
19.—ONE MILE FLAT RACE, ... 2 „
20.—CONSOLATION RACE, ... 1 „
21.—INTERNATIONAL TUG OF WAR, (no sitting down) ..... 1 „

With the exception of events No. 9, 12 and 16, the above are open to all Gentlemen Amateurs who are members or visitors of the HONGKONG CLUB, CLUB GERMANIA, LADIES RECREATION CLUB, HONGKONG CRICKET CLUB, VICTORIA RECREATION CLUB, and also to commissioned Military and Naval Officers.

CHAS. H. THOMPSON,
Hon. Sec.

Hongkong, 5th April, 1888. [315

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

PRESENTATION OF PRIZES.

LADY DES VŒUX has kindly consented to present the PRIZES to the respective winners at the CITY HALL, TO-MORROW (FRIDAY) AFTERNOON, 6th April, at HALF-PAST FOUR.

A. SHELTON HOOPER,
Hon. Secretary.

Hongkong, 5th April, 1888. [378

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

AN EMERGENCY MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zetland, Street, TO-MORROW, the 6th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 5th April, 1888. [379

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA, KOBE, & NAGASAKI
THE Steamship
"PEMBROKESHIRE,"
Williams, Commander, will be despatched for the above Ports, on the 12th instant.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 5th April, 1888. [377

Intimations.

CHINESE IMPERIAL GOVERNMENT SEVEN PER CENT. SILVER LOAN (E) OF 1886.

3RD DRAWING.

INTEREST due and DRAWN BONDS of this LOAN will be payable at the Offices of the Corporation on and after the 31st instant.

Lists of Drawn Bonds can be obtained on Application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
T. JACKSON,
Chief Manager.

Hongkong, 31st March, 1888. [365

HONGKONG CLUB.

NOTICE.

THE SECOND YEARLY GENERAL MEETING of the MEMBERS of the CLUB, will be held at the Club House, on THURSDAY, 12th April, at 4 P.M.

By Order,
C. H. GRACE,
Secretary.

Hongkong, 4th April, 1888. [376

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of THOMAS LEWELLEN DAVIES, late Master of the Steamship "TAISANG," Deceased.

NOTICE is hereby given that, in accordance with the Provisions of Ordinance No. 9 of 1870, Section 3, an Order has been made by the Honourable JAMES RUSSELL, Acting Chief Justice of the said Court, limiting the time for Creditors and others to send in their Claims against the above Estate to the 1st June, 1888, on or before which date all Claims must be proved.

All Persons indebted to the said Estate are requested to make immediate payment to

EDW. J. ACKROYD,
Official Administrator.

Registry Supreme Court,
Hongkong, 3rd April, 1888. [372

FOR SALE AT MACAO.

ON MODERATE TERMS.

AN extensive property on the business side of the town, consisting of TEN STRONGLY BUILT GODOWNS, with Rooms above suitable for Offices or Dwelling Houses; Six small Dwelling Houses, attached to a Chinese Hong; and a piece of spare ground suitable for building purposes.

There are two separate entrances to the property, one opening on the Harbour close to the Steamboat Co.'s Wharf.

For full particulars, apply to
"THE HONGKONG TELEGRAPH" OFFICE.

Hongkong, 3rd April, 1888. [366

FOR SALE CHEAP.

ABOUT TEN TONS OF ASPHALTE.

Apply to
A. A. DE MELLO & Co.,
Macao.

Macao, 3rd April, 1888. [367

A LADY residing in England wishes to have Two or Three Children to EDUCATE with hers.

Careful training, with the advantage of FRENCH and GERMAN TAUGHT in an English home.

Good references required and exchanged.

Apply to
LANE, CRAWFORD & Co.

Hongkong, 27th March, 1888. [348

Notices of Firms.

NOTICE.

MR. GEORGE DIXWELL FEARON was admitted a PARTNER in our Firm on the 1st January, 1888.

DEACON & Co.

Canton, 2nd April, 1888. [364

NOTICE.

MR. M. GROTE has this day been admitted a PARTNER in our Firm.

CHATER & VERNON.

Hongkong, 1st January, 1888. [53

Amusements.

NOTICE. NOTICE.

THE LILY'S,
THE LILY'S.

THEATRE ROYAL,
CITY HALL, HONGKONG.

TO-MORROW,
the 6th April, 1888.

OWING to the Great Success of the Performance given last Saturday it has been specially requested that the LILY MINSTRELS should Repeat their Performance, as any one who has not seen it should not miss a Treat of the MOORE AND BURGESS and the MOWHAWKS latest successes.

PART I.
Will consist of the usual MINSTREL RING.
INTERVAL,
After which will follow a Grand and Surprising Selection of Varieties, viz.:—
Duets, Comic and Sentimental Songs, Sea Songs, Ballads, Dancing, &c.
The whole to conclude with a Laughable Comic Finale entitled "The Christening of the little Nigs," by the Company.

PRICES OF ADMISSION:—
Dress Circle $2.00
Stalls 1.00
Soldiers and Sailors in Uniform to Stalls, Half-price.

Doors open at 8.30, to commence at 9 P.M., Sharp.
Chairs may be ordered for 11.20 P.M.

Tickets can be obtained at Messrs. KELLY & WALSH'S, LIMITED, where a plan of the House can be seen.

The Regimental Band will be in attendance.

GOD SAVE THE QUEEN.

LIEUT. E. O. SMITH,
Hon. Treasurer.

Hongkong, 4th April, 1888. [374

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $240,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [877

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED ..... $1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [150

To be Let.

TO BE LET,
Unfurnished with Tennis Court.

NO. 5, Richmond Terrace, a FOUR-ROOMED HOUSE, with Three Bath Rooms.
No. 6, Richmond Terrace, a SIX ROOMED HOUSE, with Three Bath Rooms.
A New Story has just been added to the Servants' quarters of both houses.

Apply to
JOHN WILLMOTT,
Hongkong Dispensary.

Hongkong, 27th January, 1888. [131

MACAO.

TO BE LET UNFURNISHED OR PARTLY FURNISHED.

A BUNGALOW, opposite the Public Gardens, at the western end of the Praya Grande. Excellent water supply, and Servants quarters attached. Rent very moderate.

Apply to
A. A. DE MELLO & Co.,
Macao.

Macao, 3rd April, 1888. [368

TO LET.

ROOMS in "COLLEGE CHAMBERS."

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st May.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 3rd February, 1888. [72

TO LET.

A COMMODIOUS Suit of OFFICES in the ICE-HOUSE BUILDINGS.

Apply to
G. C. ANDERSON,
13, Praya Central.

Hongkong, 22nd March, 1888. [332

FOR SALE, CHEAP.

SEVERAL RELIABLE HACKS AND CARRIAGE PONIES.
ALSO,
A First-class London made DOG-CART AND THREE BASKET CARRIAGES, all in good order.
For Particulars, Apply to
No. 6, PEDDER'S HILL.

Hongkong, 20th May, 1886.

For Sale.

IMPORTANT INTIMATION.

NOW READY.

(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST,
A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, NORTH BORNEO, THE PHILIPPINES, AND COREA, FOR THE YEAR 1888.

PRICE THREE DOLLARS.

THE "HONGKONG DIRECTORY" has again been enlarged and is THE CHEAPEST, MOST COMPLETE, AND ONLY RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia comprised between Bangkok, in the Straits Settlements, and the Northern Chinese Ports, including Wladiwostock, Formosa, the Treaty-Ports of China and Japan, Cochin China, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the New Treaties between FRANCE and CHINA, CHINA and GREAT BRITAIN, FRANCE and ANNAM, RUSSIA and CHINA, BRAZIL and CHINA, and the KOREAN TREATY; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Head-quarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1888 contains a carefully revised

INDEX TO THE ORDINANCES OF HONGKONG;

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG AND

A Mass of interesting information on various subjects, culled from the most trustworthy sources.

The WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *vade mecum* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1888 is Printed on a superior quality of Paper, and is the best printed and most handsomely bound volume published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at This Office, or through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australasian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH"
PEDDER'S HILL, HONGKONG.

Hongkong, 16th January, 1888.

Intimations.

NOTICE.

A. S. WATSON & CO., LTD.

HAVE JUST RECEIVED THEIR ANNUAL SUPPLY of

LAWN GRASS SEED and SWEET CORN,

for immediate sowing.

THE HONGKONG DISPENSARY.

Hongkong, 2nd March 1888. [5

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1.

TO SUBSCRIBERS.

Subscribers to *The Hongkong Telegraph* are respectfully reminded that all *Subscriptions are payable in advance.*

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 5, 1888.

We think that there are very few practical seamen in this part of the world who will coincide with the views of a writer in the *United Service Gazette*, who contends that the loss of the ill-fated gunboat *Wasp* was owing to her defective engines. It is a well known fact, and one that has been patent to all observers of Her Majesty's Navy for the last thirty years, that the engines of our ships of war are much more liable to breakdowns than are those of the merchant service; but that such defects should bring about the total loss of a presumedly well found and safe vessel by foundering is quite another thing. We have heard of old ladies, and have even travelled with some of them, who on hearing of an accident in the engine room of a steamer, have at once concluded that the ship must go down; such opinions are amusing and harmless enough when confined to timid representatives of the weaker sex, but when we find such utter nonsense seriously advanced in a Service newspaper, we are bound to conclude that the writer's practical knowledge of his subject is confined within very narrow limits. And this view is strengthened by the fact that the *United Service Gazette's* authority does not give any reasons why he concludes the *Wasp* came to such hopeless grief owing to defective engines; he says rather pertly something about the vessel "going to the bottom, officially, on a lee shore," but he omits to explain in what manner the commander of the *Wasp* could possibly have allowed himself to be caught on a lee shore during a typhoon in that part of the China Sea between Hongkong and Singapore. The executive officers at the Admiralty are doubtless caught napping occasionally, like most other men, but the surveyors and inspectors of the department are quite as wide-awake to the interests of the Navy as are other individuals in corresponding positions in the merchant service. The greatest mistakes which have been made in the building and equipment of our men-of-war, the construction of guns and the ordering of Admiralty work, can readily be traced not to the incapacity or neglect of the executive officers, but rather to the ignorance or prejudices—it does not matter which—of those higher personages of the Service who come under the denomination of "my lords." That the executive officers should ever permit a "firm to throw a lot of old iron and brass into the engine room and call the *debris* engines," is certainly a smart way of putting the matter, but still a very lame and improbable conclusion to come to. The main reason why the engines of the ships of the Royal Navy do not compare favourably with those in the steamers of large trading companies is that they are constructed in nearly all instances to work below the water line, for purposes of security from shot, while those in mail steamers are not so designed. We say the *main* reason; there are certainly other reasons which it is not our province to discuss just at present, though they are well enough known in all engineering circles. With regard to H.M.S. *Wasp*, and the same thing applies to ships either of Her Majesty's Navy or of the mercantile marine, where the commanders and officers understand their duties, they do not, in the case of an approaching typhoon, attempt to get near the shore unless they can ensure a *weather one*, and if notable to secure the shelter which this would place at their disposal, they keep the sea, *and trust to their sails, not to their engines.* It would serve no useful end to discuss the professional abilities of Commander ADAMSON or any other officer on board the *Wasp*—the Admiralty and their officers are entitled to sufficient credit in being competent to look after such matters—, but we expect they knew enough of the old method of seamanship in "heaving a vessel to" under sail alone, wherein are the surest conditions of safety, or even in that new method of navigation practised with such success in the winter hurricanes of the Atlantic, by stopping the engines, keeping all canvas fast, and allowing the ship to take up her natural position of 'laying-to' and of drifting—which, by the way, in an Atlantic deep heeled greyhound is quarter to the sea.

TELEGRAMS.

(Reuter.)

THE NEW FRENCH CABINET.

LONDON, April 3rd.

M. Floquet has succeeded in forming a new Cabinet and takes the portfolio of the Minister of the Interior.

M. Goblet becomes Minister of Foreign Affairs, M. Freycinet of War, M. Peytral of Finance, and M. Legrand of Commerce.

LOCAL AND GENERAL.

MR. SANGSTER'S next organ recital is fixed for Thursday next, the 12th inst., at 9 p.m.

OUR report of the Fire Brigade Inspection held this afternoon, had not come to hand when we went to press. It will appear to-morrow.

THE Foochow tea duties, we read in the *Peking Gazette*, were required to supply Tls. 50,000 last year as a contribution towards the expenses of the Imperial Household. The Viceroy reports the despatch in the last month of the year of the final instalment of the above sum, which has been drawn from the *likin* receipts on foreign opium.

THE *Independente* of the 3rd inst. in an editorial headed "Finance," reports the following very flattering state of affairs in Macao:—"The new budget for this district shows a deficit of milreis 900,000,000, or about $1,500,000, a figure which is still far from the dreadful reality, because the calculation of the revenue has been made on too sanguine principles, while that of the expenditure will certainly exceed all anticipations. We now feel the effects of the Vy-sing collapse, which was an inevitable occurrence after the establishment of the lottery in Canton. The years of the lean cows are now upon us." After a long Jeremiad about the decadence of the Holy City, the *Independente* starts the question of the loan which the Government is attempting to contract in Hongkong.

THE old adage, "No breakfast, no man," is perhaps as true in some form to-day as when first formulated, although of late years the ideas of people concerning breakfast have undergone a radical change. For the laboring man and for the man of much physical exercise a heavy breakfast is necessary, but for the man or woman of sedentary habits a light breakfast is doubtless much better. In any case fruit should always be found at breakfast. Many prefer it after the meal, but it is not only more digestible but assists the digestion more surely if used at the beginning of the meal. For a light breakfast the fruit should be followed by one of the cereals in some form with cream, which is more nourishing than milk, and by many as easily digested. This, followed by delicate dry toast or rolls, with coffee, tea or chocolate, and perhaps eggs in some form, makes a breakfast so easily digested that many persons can do far more work on it than on heavier food.

A SPRINGFIELD paper, discussing the decline of matrimony throughout the civilized world, says that marriages increase as men and women approach the lower grades of life where there is the least pride, ambition, or energy other than animal or self-preserving. Marriages decrease as we ascend to the grades where acquisitiveness, business enterprise, intellectual tastes, political or social opportunities, or what not, induce a larger activity in the individual, involving the necessity of larger preparations and resources outside of mere self-support. The reason is found not only in the unwillingness of the woman to begin, with her husband, in a lower scale of living in the household and in society, but as well in the unwillingness of the man to change his style-of-living-to-suit-the-conditions of matrimony. He has a natural disinclination to deny his wife any of the advantages she enjoyed before marriage, or even to sacrifice himself certain aims and ambitions in the maintenance of a wife and a home. To come to the point briefly from another direction, a survey of such conditions seems to indicate that the tendency of the times in education, society, habit, and life in general, is to unfit women from becoming wives, and men from becoming husbands. Domesticity is infringed by the multiplication of social, business and professional cares and responsibilities, the inducements to marriage lessened in number and force, and the family and the home, our national bulwark, threatened with decay through neglect for more selfish individual considerations and ambitions.

AN Emergency meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zetland Street, to-morrow evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

VIENNA is the proud possessor of an anatomical curiosity, whose backbone runs from his chin downward, and his chest is situated where ordinary folk generally locate their backs. This gentleman curio knows his value, and has sold his queer body for a considerable sum to a London anatomical society, who at his death will pay the amount to his heirs.

AT the Supreme Court this morning, before Mr. J. Russell, Acting Chief Justice, the Attorney General moved for the admission of Mr. Henry Edward Pollock to practise in the Bar of the Hongkong Courts of Justice. He said he had much pleasure in introducing Mr. Pollock, he had examined all his papers, and as he believed they were in order, he hoped his lordship would welcome the new barrister as a member of the Hongkong Bar. His lordship remarked that having found the candidate's affidavits and other documents in perfect order, he was glad to grant the permission requested, and he hoped Mr. Pollock, who is a grandson of Baron Pollock, would prosper in the career he has chosen for himself in this colony.

THE *Journal of Education* has collected a few answers from public school examination papers, to show how crooked young ideas frequently shoot. Here are a few samples: "Mosquito, a child of white and black parents. Herodotus was a descendant of Herod the Great, and he was King of the Jews. The Aryans spoke the French language. Virgil was a great American author. Diogenes was a great philosopher and a successor to Alexandria the Great. Longfellow wrote 'Paradise Lost' and 'Paradise Regained.' Hawthorne wrote 'Moses' from Old Manse. Plato was the Father of Language, and his language was so perfect that it is said that if Jupiter were to speak he would speak Plato."

THIS morning Samuel Madge, a Royal Marine of H.M.S. *Audacious*, was charged at the Police Court with being drunk, and smashing certain pots and pans in a house in Lascar Row. The accountant engaged in the house where Mr. Madge took a fancy to exhibit his combative powers, said that at 7.30 on the evening of the 4th inst. he was sitting in his counting house going over his ledgers, when there was suddenly a knock at the door. A cautious assistant went to the door and before opening it interrogated the visitor, but there was no response to the question of "who was there." Without any warning prisoner then broke in the door, and on springing into the room began fighting with the assistant, and then made a furious attack on some pots and bowls containing lard. When the battle was over, according to complainant's account, it was difficult to distinguish which was lard and which was Royal Marine. This statement being corroborated by another witness, prisoner was asked by the magistrate what he meant by such ungentlemanly conduct, but Mr. Madge had nothing to say further than that he was under the influence of drink and knew nothing about any such trouble. Mr. Sercombe Smith fined the prisoner $2 for being drunk and another $8 as compensation to the lard boiler.

THE following is a translation from the *Peking Gazette* of March 15th:—Some time ago the Viceroy of Canton reported the formation of a company for the purpose of mining copper by the use of foreign machinery in the Island of Hainan. Copper and malachite are both found in large quantities in the hills within the Ch'ang-hua district in the south-western corner of the Island. The malachite forms the upper stratum, and the copper the lower one. From 10 to 12 per cent. of copper can be extracted from superior quality of malachite and what yields no copper ore is valuable as furnishing colouring material. The Ta-yen hills, which are the seat of production, lie close to the Li country, far away from all regular lines of communication and in the midst of a malarial district. Their mineral wealth, though great, will be handicapped by heavy working expenses and the drawbacks attending a new enterprise, and will not attract capitalists unless some definite prospect of gain is offered. It is indispensable, therefore, that the cost of production should be reduced as much as possible, and to attain this end, it is proposed that for a period of three years from the beginning of the present year all copper and malachite mined in Ch'ang-hua and exported from Hoihow shall be exempted from royalties, Customs duties, *likin*, and all other forms of taxation. This exemption is likewise to apply to all the mineral productions of the island. It is hoped that the step will have the effect of improving the material well-being of the islanders by developing trade and giving employment to labour.—*Imperial Rescript: Let the Board be informed.* [Note.—This is not the first occasion on which these mines have attracted attention. The *Kiungchow Gazetteer* gives an account of an attempt made over twenty years ago by a party of Europeans and a native named Lin to open up the mineral wealth of this very region. Lin had obtained a mining concession from the Lieutenant-Governor at Canton, but the local opposition was too strong for him, and in the end the permission was cancelled on the ground that he had procured the co-operation of foreigners in his enterprise, and that the party had gone by a steamer and visited a non-Treaty port, for which no passport had been issued. The present memorial is interesting from another point of view. Whatever objections there may be to the fiscal policy of the Viceroy of Canton, he follows at least one sound economical doctrine. He has always been a consistent advocate of the removal of restrictions and duties upon exports. Years ago, when Governor of Shansi, he obtained sanction for the free export of Shansi iron from Tientsin, and last year he secured the same privilege for the Two Kuangs. The abolition of the transit dues on cassia is another of his recent measures, to which has now to be added the free export of the timber and mineral production of Hainan.]

BY the recent census the population of Madrid is shown to be 475,300, which is an increase of 67,500 inhabitants in ten years.

THE agents (Messrs. Adamson, Bell & Co.) inform us that the "Shire" line steamship *Pembrokeshire* left Singapore for Hongkong this morning.

THE latest sensational advertisement is that of a New York hosier. He has placed in his window a young and pretty lady who displays upon her neatly-turned ankles the newest thing in stockings.

THE lately established Berlin school for the study of Oriental languages has 115 students, 40 of whom are preparing for the diplomatic and colonial service. There are about as many who expect to be teachers and naturalists or explorers, the remainder being merchants' clerks. The Arabian and Chinese classes are the most numerously attended, the Japanese and Turkish coming next.

TO-DAY a Chinese policeman charged a fellow countryman, aged 22, who described himself as an unemployed carpenter, with highway robbery on the night of the 4th inst. Prosecutor said that at 11.30 p.m. he was passing along Queen's Road, in the vicinity of the late fire, when he saw a European lying in the road apparently drunk, and the accused plundering him, and with his hand in the European's pocket. He arrested the prisoner. John Ivers, the European, said he was a stoker on board H.M.S. *Audacious* and on the night of the 4th, while walking along Queen's Road, two Chinamen came up from behind and knocked him down, afterwards kicking him in the mouth. One of them then put his hand in witness's pocket and took out about $4 dollars; he thought about that sum because he had just come out of a public house where he had expended $1.50. Witness was stunned, and on getting up and shaking himself together, he found the robbers had escaped. The prisoner in his defence said he was on his way to visit a relative; the defendant was drunk, was chasing people, and on seeing prisoner also gave chase, but prisoner ran away and evaded the presumed attack. Mr. Sercombe Smith sentenced the accused to a fortnight in gaol with hard labour.

HONGKONG AMATEUR ATHLETIC SPORTS.

We append the handicaps for the leading events at the Hongkong Amateur Athletic Sports on Saturday next. The Bicycle race, we are requested to state, is not a handicap.

220 YARDS FLAT RACE.—(Handicap), prize presented by the Hon. A. P. MacEwen.

F. H. Johnston, scratch; A. Maclean, scratch; A. Denison, 2 yds.; J. M. Atkinson, 3 yds; R. Markwick, 3 yds.; W. Steward, R.N., 3 yds.; H. F. Hayllar, 4 yds.; F. Maitland, 5 yds.; C. E. Higginbotham, 58th Regt., 6 yds.; G. H. Potts, 7 yds.; R. H. Burder, 8 yds.; J. Gray, 10 yds.; Major Ellis, 12 yds.; J. J. Hazeland, 15 yds.; E. L. Woodin, 20 yds.

120 YARDS FLAT RACE.—(Handicap), prize presented by E. Mackintosh, Esq.; 2nd prize by Committee; first two in each heat to run in final.

1st Heat:—A. Maclean, scratch; R. Thomson, 2 yds.; A. Denison, 2 yds.; J. C. Johnston, 6 yds.; G. H. Potts, 4 yds.

2nd Heat:—F. H. Johnston, 58th Regt., scratch; J. M. Atkinson, 2 yds.; W. Steward, R.N., 2 yds.; H. F. Hayllar, 3 yds.; C. E. Higginbotham, 58th Regt., 3 yds.

3rd Heat:—R. Markwick, 2 yds.; F. Maitland, 3 yds.; J. Gray, 5 yds.; A. Newlands, 5 yds.; J. J. Hazeland, 10 yds.; Major Ellis, 58th Regt., 10 yds.; E. L. Woodin, 15 yds.

HALF MILE RACE.—(Handicap) 1st and 2nd prizes presented by ladies of Hongkong.

A. de C. Scanlan, scratch; E. B. Shepherd, scratch; H. F. Hayllar, 10 yds.; A. Maclean, 10 yds.; F. H. Shepherd, 10 yds.; A. Denison, 15 yds.; A. Newlands, 15 yds.; R. H. Burder, 15 yds.; G. H. Potts, 20 yds.; F. Maitland, 20 yds.; J. M. Laing, 20 yds.; J. Gray, 25 yds.; F. Lammert, 30 yds; Major Ellis, 50 yds.; E. L. Woodin, 100 yds.

VETERANS FLAT RACE,—120 Yards Handicap (open to all). Competitors must be 35 years old or upwards, and of 10 years residence in India, China or the tropics. First Prize presented by Hon. C. P. Chater; Second Prize presented by the Committee.

Major Ellis, 58th Regiment, scratch; Captain Smythies, R.N., scratch; R. L. Symes, scratch; H. Dawson, R.N., 3 yds.; Captain Rumsey, R.N., 5 yds.; T. H. Whitehead, 5 yds.; A. P. MacEwen, 7 yds.; J. Dade, 8 yds.; E. Burnie, 9 yds.; W. Danby, 9 yds.; H. L. Mather, 10 yds.; R. Fraser-Smith, 10 yds.; Jno. Grant, 12 yds.; J. Andrew, 12 yds.; E. L. Woodin, 15 yds; and G. W. Snelling, 20 yds.

ANCIENT AQUEDUCTS AND RESERVOIRS.

The Tytam reservoir and aqueduct, which it is hoped at no distant date will provide Hongkong with its water supply, have been spoken of as magnificent works of civil engineering, and certainly, in comparison with other works of engineering enterprise in China, it would be impossible to deny that the Tytam undertaking is a work of great magnitude, although the length of the aqueduct and the expansiveness of the reservoir do not so materially surpass those constructed during the infancy of the colony. As to the Tytam dam, however "magnificent" that effort of engineering may appear to the eyes of enthusiasts, we must confess that it would have pleased us much better had the line of masonry which stretches across the ravine—, and which will have a laboriously heavy duty to perform day and night for long generations let us hope—, had been at least, four or five times as broad as the Hon. the Surveyor General has designed and built it, for it not only strikes the eye as dangerously narrow to confine the mighty sheet of water which before long will be at its back, but vastly short, we imagine, of the necessary initial weight and staying or holding power in the flanking and bottom ground which all such great works have to depend on more or less for their existence. As evidence of the liability of such structures to give way under pressure long before the decaying finger of time has made any serious impression on their constitution, we may mention the enormous tanks of Ceylon, which, by the way, stood on comparatively level ground and were as superior to Tytam in their expansiveness as they themselves were inferior to the Mediterranean Sea.

Some idea of the magnitude of the reservoirs of Ceylon may be gathered from the following extract of a visit made in 1848:—"About seven o'clock we reached the point of our destination, having first with difficulty effected a passage across the broad stream which runs towards the tank. It is a prodigious work, nearly seven miles in length, about 300 feet broad at the base, upwards of 60 feet high, and faced along its whole extent by layers of squared stone. The whole aspect of the place, its magnitude, its gigantic strength, even in its decay reminded me forcibly of ruins of a similar kind in Mexico. The fatal breach through which the waters had forced a passage is an ugly chasm in the bank, about 200 feet broad and a hundred deep, with the river running slowly below. The breach offers a perfect section of the embankment from summit to base. As we stood on the brink we looked down on the tops of the highest trees. We walked about two miles along the embankment to see one of the sluices which remains so far entire as to permit its original construction to be clearly understood, with the exception that the principal courses of stone have sunk lower towards the centre, and from its relative position I am of opinion that the present breach was originally the other sluice, or somewhere near it. The existing sluice is a very remarkable work, not merely from its dimensions but from its ingenuity of design and most excellent workmanship. It is built of stones, many of them 12 feet long, which still exhibit sharp edges and every mark of the chisel. They rise in a ponderous wall immediately above the vents which regulate the escape of water; and each layer of the work is kept in its place by the insertion endways of long plinths, whose extremities project from the surface with a flange, so as to prevent the courses being forced outward. The ends of these retaining stones are beautifully carved with elephants' heads and other devices. About the centre of this grand embankment of seven miles in length, advantage has been taken of a rock about 200 feet high, which has been built in to give strength to the work. Standing on the summit of this rock we see what an enormous area the ancient reservoir covered, but which is now taken up by meadows, jungle, and lagoons, in which numerous alligators and elephants disport themselves. Human inhabitants there are none—they have disappeared with the unknown constructors of these mighty monuments. It is said that some of the sacred books of Ceylon record their names, though they have perished from the living memory of man. On the top of the embankment, and near the breach, stands a tall sculptured column which is said to record their history, but in a tongue which nobody can read. What must have been the advancement of engineering science—probably a thousand years before our era—when these immense structures were undertaken and which bear such a striking contrast in their magnitude to the puny public works of to-day!"

As to aqueducts or water courses, they are common in Persia, Syria, Mexico and Peru, though it was in Italy, amongst the Romans, that the construction of such was carried to true magnificence and perfection, and not only for the great cities of the Empire but also for many chief towns in the subject provinces. The aqueducts of ancient Rome extended thirty, forty, and even seventy miles from the city, in one continuous covered channel of stone, carried by arcades over the deepest and widest valleys, and by tunnels, running in many places through miles of mountain and solid rock. In New Anoi the aqueduct extended six miles and a half on one continuous series of arches, many of which were upwards of 100 feet high. The great *Aqua Martia* rose from a spring 33 miles from Rome, made a circuit of three miles, and then ran 38 miles along arcades seventy feet high, comprising no fewer than seven thousand arches! Others were brought to Rome—three of them—by the same duct, but on different levels, and from the ruins of this fabric which still exists, it appears to have been a superb structure. The *Aqua Claudia*—begun by Nero and finished by Claudius—was 38 miles long, formed a subterranean stream 36 miles long, and was carried on arches a distance of seven miles. It still continues to supply modern Rome with water of the best quality, which long ago secured it the name of *Aqua Felice*. The *Pont du Gard*, which crosses the deep valley of the Gardon in France, was executed in the reign of Augustus, and is composed of three ranges of arches, one above the other. The lower has six arches of 60 feet span, the second row has twelve arches of the same span, and the third or upper row, thirty-six smaller arches, on the top of which is the water channel. The structure is 160 feet above the surface of the river, and is 300 yards long. The construction of aqueducts did not cease with the non-existence of the Roman Empire. In A.D. 741, Theodoric, King of the Goths, built one to communicate with the town of Spoleto, situated on the summit of a mountain; it is a handsome structure and remains intact to this day. The aqueduct of Caserta, built in 1753 by Charles III of Naples, was an immense work, one of its arcades consisting of three tiers of arches 1724 feet long and 190 feet high. The greatest modern work of the kind in the United States is the Croton aqueduct, which conveys the waters of the River Croton 38 miles to the city of New York. It was finished in 1842, discharges 60,000,000 gallons a day and cost £3,000,000 sterling. Glasgow is supplied from Loch Katrine, and other lochs in the district, by a tunnel 6975 feet through a mountain, and then by ducts and other tunnels, a distance of 25 miles. Schemes are also on foot, or were some few years ago, for supplying London with water from the lakes of Westmoreland and Wales, and Dublin from certain lakes in the Wicklow Mountains. The latest proposal in aqueducts is one to convey a water supply to Paris from the lakes in Switzerland.

OUR MACAO LETTER.

MACAO, April 4th, 1888.

My budget of news is considerable to-day—a phenomenal occurrence in dead-and-alive Macao.

You have heard of the grievance complained of by the civil functionaries as to the unfavourable rate of exchange between Mexican dollars and the milreis at which their scanty salaries are paid by a paternal Government. The grievance has evidently attained its climax, for yesterday our officials held a meeting and forwarded a joint telegram to Lisbon requesting the Colonial Office to pay them at the same rate as the naval men are paid. The Colonial Office, which has been a real step-mother to our poorly paid officials for years past, may eventually turn a deaf ear to the petition so urgently made now; and the petitioners may have to go on strike. That would be a sight that would well repay a visit to fair Macao.

Our Treasury department is simply *in extremis*. A Government Council was held to-day for the purpose of contracting a loan with some of the Hongkong banks. It of course remains to be seen how far they will be successful in this novel undertaking. There are only $3,000 in hand at the Treasury, and no immediate prospect of any further revenue flowing in. The Governor of Timor has lately drawn on Macao for $10,000, but his draft has not been honoured to this day. Governor Costa is generally reproached for having drawn out of the Treasury previous to his departure for Bangkok, milreis 3,500,000 for himself, 600,000 for his Secretary, and 500,000 for his aide-de-camp, besides a letter of credit to the tune of $10,000, which he took with him.

The Hongkong Telegraph.

N°. 1895. THURSDAY, APRIL 5, 1888. SIX DOLLARS PER QUARTER.

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st September, 1887. 9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID-UP CAPITAL ..... 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " " "
" 3 " 3 " " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager.
10] HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND ..... 3,900,000.
RESERVE LIABILITY OF PROPRIETORS ..... 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. Hon. A. P. McEWEN.
W. G. BRODIE, Esq. S. C. MICHAELSEN, Esq.
H. L. DALRYMPLE, Esq. J. S. MOSES, Esq.
H. HOPPIUS, Esq. L. PORSNECKER, Esq.
B. LAYTON, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 25th January, 1888. [8

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 25th August, 1887. [25

Intimations.

W. BREWER

HAS JUST RECEIVED.

DEMON TENNIS BATS.
Tennis Balls.
Tennis Shoes.
Renshaw Tennis Bats.
Ladies' Tennis Shoes.
Presses for Single Racquets.
Footballs, "Association" and "Rugby."
Handsome Plush Frames on Easels.
Fine Stock of Albums for Cabinets only, and assorted sizes.
Ladies' Handbags.
New Photos of Fashionable Beauties.
Palette Shape Mirrors for Table.
Dictionary of Engineering Terms.
Seaton's Marine Engineering.
Hutton's " "
Reed's " "
English, German and French Dictionary.
Stonehenge's Rural Sports.
" On the Dog.
Electric Motor, and its application.
Ayrton's Electricity.
Draper's Medical Physics.
Kirchner's Manual Psychology.
Ornamental Alphabets.
New Stock of Meerchaum Pipes.
Copying Presses.

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 22nd March, 1888. [100

EX "GLENCOE" AND FRENCH MAIL STEAMER "YANGTSE."

ROSE & CO.

ARE now Showing a nice assortment of LADIES' and CHILDREN'S WARM CLOTHING in JACKETS, DRESSES, SKIRTS, GAITERS, HOODS, and HATS in Wool.
GENTLEMEN'S CASHMERE, ANGOLA, MERINO and SILK UNDERSHIRTS.
MERINO and CASHMERE SOCKS,
GENT'S WHITE LONG-CLOTH SHIRTS,
LADIES' and GENTLEMEN'S TENNIS SHOES,
CHILDREN'S STRAP SHOES,
EIDER DOWN QUILTS and CUSHIONS,
ST. JAMES'S RUGS and AUSTRIAN BLANKETS.

Also,
BRUSSELS and TAPESTRY CARPETS,
SILK and WOOL TAPESTRIES in New Designs,
GLADSTONE and BRIEF BAGS, &c., &c., &c.

ROSE & CO.
37 & 39, QUEENS ROAD, HONGKONG.
Hongkong, 10th January 1888. [40

KELLY & WALSH, LD.

WORKS OF UTILITY AND REFERENCE.

SEATON'S Manual of Marine Engineering.
Winton's Modern Steam Practice and Engineering.
Deschanel's Natural Philosophy.
Ganot's Physics.
Men of the Time—latest edition.
Men of the Reign, companion volume to Men of the Time, containing biographies of distinguished men who have died during the Victorian Era.
Culley's Hand Book of Practical Telegraphy.
Cassell's Manual of Surgery.
Lecky's Wrinkles in Practical Navigation.
Gordon's Electricity and Magnetism.
Bryant and Stratton's Interest Tables, from one dollar to one hundred thousand dollars, and from one day to 4 years, at 7.6.5 and 1 per cent.
Lee's Laws of Shipping & Insurance.
Beard and Rockwell's Medical and Surgical Electricity.
Thomson's Gardener's Assistant.
Beeton's Book of Garden Management.
Lownde's Law of General Average, 1888 Edition.
Johnston's General Gazateer.
Todhunter & Pearson's History of the Elasticity and Strength of Materials.
Phillip's & Banermann's Elements of Metallurgy.
The A 1. Telegraph Code; an enlargement of the A B C Code.
Hopkin's Average and Arbitration.
Arnold's Law of Marine Insurance.
Haswell's Pocket Book.
Cassell's Family Physician.
Greener's The Gun and its development, with notes on Shooting.
Cassell's Book of Sports and Pastimes.
Bartlett's Familiar Quotations.
Crabbe's English Synonyms.
Roget's Thesaurus of Words.
Hutchinson's Practice of Banking.
Turner's Guide to Commercial Knowledge, containing an explanation of Terms and Practices in daily use in the Office, Bank, Warehouse, &c., 75 Cents.
Practical and Inductive Book-keeping, adapted to the use of Schools and for self-tuition, with special reference to the Methods obtaining in China, by J. L. Hart-Milner.
The Portfolio Volume for 1887.
Youatt, on the Horse. Stonehenge, on the Dog.
Every Man his own Mechanic.
Every Man his own Lawyer.
Every Body's Lawyer. The Thrift Book.
Thomson's Dictionary of Domestic Medicine.
Du Money's Electricity as a Motive Power.
Tower's Useful Things to know about Steam Boilers.
Kemp's Hand Book of Electrical Testing.
Griffin's Chemical Testing of Wines and Spirits

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
Drab Felt Hats.
Black, Brown Drab and Grey Hard Felt Hats.
Teral and other Soft Felts.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from $5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Mauds.
Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Cork-screw for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trouserings in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.
Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.
Hongkong, 22nd February, 1888 [91

HEUERMANN, HERBST & CO.,

SOLE AGENTS FOR:

EXPORT BIER BRAUEREI, DREWS & Co., Gaarden, near Kiel.
IMPERIAL BEER, Quarts and Pints.
KIELER EXPORT LAGER BEER.
APENRADE ACTIEN BRAUEREI.
APENRADE BEER, in Quarts and Pints.
BERGEDORF VEREINS BRAUEREI.
BERGEDORF BEER in Quarts and Pints.
BREWERY "BAVARIA" MUNICH.
HACKERBRAEU in Quarts and Pints.

FRIEDRICH KROTE'S COBLENZ,
Celebrated Champagne, Rhine and Moselle Wines, Excelsior Champagne, Carte d'Or, Carte Blanche, Moselle Mousseux, Laubenheimer, Geisenheimer, Rauenthaler, Josefshofer, Berncastler Doctor, &c.

Now on view, for the first time imported to this Colony:
SPLENDID PIANOS
With Mechanism for transposing for the accompaniment of singing or other instruments.

HEUERMANN, HERBST & CO.,
Queen's Road, 14.
Hongkong, 10th January, 1888. [27

LANE, CRAWFORD & CO.

FOR SALE.

FAIRY LAMPS.
FAIRY LAMP CANDLES.
NEW TABLE DECORATIONS.
FLOWER BASKETS & VASES.
NEW GLASSWARE.

CONSISTING OF:—

LANE, CRAWFORD & Co.'s Special Table Sets of best thin quality Plain Glass.	1 doz. Liqueurs.	1 doz. Soda Tumblers.	For $40.00.
	1 " Sherry.	1 " Champagne do.	
	1 " Ports.	1 " Finger Glasses.	
	1 " Claret.	2 only Quart Decanters.	
	1 " ½ pt. Tumblers.	1 " Claret "	

Dinner Sets, Tea Sets, Breakfast Sets, Toilet Sets, Toilet Table Sets, and Crockery of all kinds.

LANE, CRAWFORD & Co.
Hongkong, 22nd March, 1888. [29

Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship "GALLEY OF LORNE," Captain Grandin, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

All claims against the Steamer must be presented to the Undersigned on or before the 10th inst., or they will not be recognised.

RUSSELL & Co.,
Agents.
Hongkong, 4th April, 1888. [372

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship "KAISOW" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns, of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before NOON, on the 5th proximo, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th prox., will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 30th March, 1888. [356

Shipping.

STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR HOIHOW, SINGAPORE AND BANGKOK.

THE Company's Steamer "DEVAWONGSE," Captain P. H. Loff, will be despatched for the above Ports, TO-MORROW, the 6th instant, at 8 A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 4th April, 1888. [375

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR ADELAIDE, MELBOURNE AND SYDNEY, VIA SINGAPORE AND WESTERN ROUTE.
(Taking through Cargo to QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "MENMUIR," Captain Helms, will be despatched for the above Ports, on MONDAY, the 9th instant, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 3rd April, 1888. [363

STEAM TO YOKOHAMA AND KOBE.

THE P. & O. S. N. Co.'s Steamship "ZAMBESI" will leave for the above places on SATURDAY, the 7th April, at DAYLIGHT.

E. L. WOODIN,
Superintendent.
Hongkong, 31st March, 1888. [3

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN) and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship "STURA," Captain Caboara, will be despatched as above on SATURDAY, the 7th April, at 10 A.M.

At Bombay the Steamers are discharging in Prince's Docks.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 31st March, 1888. [355

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship "POSEIDON," Captain S. Merse, will be despatched as above on WEDNESDAY, the 11th instant, at NOON.

For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.
Hongkong, 3rd April, 1888. [360

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.

THE Company's Steamship "TSINAN," Allison, Commander, will be despatched as above, on SATURDAY, the 7th April, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th March, 1888. [341

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "CLAYMORE," Craig, Commander, will be despatched for the above Port, on or about the 11th instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 22nd March, 1888. [212

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship "TITAN," C. H. Allyn, Master, will load here for the above Port, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 8th March, 1888. [278

FOR SAN FRANCISCO.

THE 3/3 L. H. American Ship "GREAT ADMIRAL," J. F. Rowell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 21st February, 1888 [220

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, VENICE, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "DECCAN," Captain P. W. Case, with Her Majesty's Mails, will be despatched from this for BOMBAY, on WEDNESDAY, the 11th April, at DAYLIGHT.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 2 P.M., on the day before sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; and General Cargo at Bombay, arriving one week later than by the direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 29th March, 1888. [3

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "SAN PABLO" will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 24th instant, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company,
C. D. HARMAN,
Agent.
Hongkong, 3rd April, 1888. [8

Mails.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship "ABYSSINIA" 3,651 Tons Register, Lee, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, via NAGASAKI, KOBE, and YOKOHAMA, on SATURDAY, the 14th April, at THREE P.M.

To be followed by the S. S. "BATAVIA" in May.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$160.00
To San Francisco..... 175.00
To all Common Points in Canada and the United States..... 200.00
To Liverpool..... 300.00
To London..... 305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 13th April.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 5th April, 1888 [36

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF PEKING" will be despatched for San Francisco, *viâ* Yokohama and Honolulu, on or about, the 14th April, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 3rd April 1888 [1

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 16th day of April, 1888, at 4 P.M., the Company's Steamship "PREUSSEN," Captain O. Pohle, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m., on the 15th of April, 1887. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 16th March, 1888. [4